

**AMENDMENTS TO THE CLAIMS**

*This listing of claims will replace all prior versions, and listings, of claims in the application.*

**LISTING OF CLAIMS:**

1. (Previously Presented) A vehicular glazing panel comprising:
  - a pane of glass,
  - a first electrically conductive component which exists on a surface of the pane of glass, and
    - a second electrically conductive component which is joined to the first component by a lead-free solder,
      - wherein the lead-free solder includes tin in an amount that is less than 50% by weight and a mechanical stress modifier, which inhibits the occurrence of a stress fault in the pane of glass in the region of the solder, in the form of bismuth metal or antimony metal.

2-3. (Canceled)

4. (Previously Presented) A glazing panel as claimed in claim 1 wherein a fall in the stress ( $\sigma$ ) generated in the pane of glass, after an initial rise, is described as a function of time ( $t$ ) by:

$$\sigma = A t^n$$

wherein  $n$  is a measure of the creep rate of the lead-free solder and has a value less than -0.130.

5. (Previously Presented) A glazing panel as claimed in claim 1 wherein the surface of the pane of glass is provided around its periphery with a fired-ink band, on top of which the first electrically conductive component at least partially exists.

6. (Original) A glazing panel as claimed in claim 5 wherein the pane of glass is toughened and the stress fault therein manifests itself as blisters in the fired-ink band and in the corresponding regions of glass.

7. (Original) A glazing panel as claimed in claim 5 wherein the pane of glass is one ply of a laminate and the stress fault in the pane of glass manifests itself as one or more cracks therein.

8. (Previously Presented) A glazing panel as claimed in claim 1 wherein the stress fault in the glazing panel manifests itself as a structural defect in the interface between the solder and the first electrically conductive component.

9. (Previously Presented) A glazing panel as claimed in claim 1 wherein the first and second electrically conductive components comprise a busbar and an electrical connector respectively.

10. (Previously Presented) A glazing panel as claimed in claim 1 wherein the first and second electrically conductive components comprise an antenna element and an antenna connector respectively.

11. (Withdrawn) A method for joining together two or more electrically conductive components that are comprised in a vehicular glazing panel, which includes a pane of glass, the method comprising soldering the two or more electrically conductive components utilizing a lead-free solder that includes tin in an amount that is less than 50% by weight and a mechanical stress modifier, which inhibits the occurrence of a stress fault in the pane of glass in the region of the solder, in the form of bismuth metal and/or antimony metal.

12-19. (Canceled)

20. (Previously Presented) A glazing panel as claimed in claim 1 wherein the lead-free solder includes bismuth metal in an amount of 58% by weight as the mechanical stress modifier.

21. (Canceled)